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LONDON
OLD TOM GIN
COBRA BRAND
SOFT AS CREAM.
AGENTS:
BUMAN & BERBLINGER.
[670]

Hongkong Daily Press.

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日十二月六年二號宣

HONGKONG, TUESDAY, JULY 26TH, 1910.

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[a341]

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A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.
Insurance in Force ... \$37,855,885.00
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[a1472]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908.

[a728]

PEAK TRAMWAYS COMPANY
TIME TABLE.
WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS 6.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1 hour.

SATURDAYS Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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SPECIAL COMPANY by arrangement at the
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JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909.

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MANUFACTURERS OF
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ACCESSORIES.
CUES, CUE TIPS, WAVERS, BALLS.
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FLANNEL SUITS

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THE ABOVE ARE
SPECIAL VALUE TO CLEAR.

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PEARSON'S HYCOL
CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government Standard Test on Typhoid Germs. Certificate of Strength given to each box Non-Poisonous and Non-Irritant to Human and Animal life. Non-Corrosive. One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:
\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in B.

Pearson's Saponified CREOSO

PRICES:

Co-Efficient 10 : \$1.95 per 1 gallon Drum.
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All other Manufacturers of Fluids for a Guaranteed of the Germicidal Strength of their products (in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and therefore the result with our HYCOL. This is the only way you can arrive at the genuine properties and at the true value of a Genuine Disinfectant Fluid.

DODWELL & CO., LTD., SOLE AGENTS for HON/ SOUTH CHINA and JAPAN

For Pearson's Antiseptic Co., Limited

[476]

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WEISMANN'S COFFEE

ROASTED AND GROUND ON OUR
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In $\frac{1}{2}$ lb. and 1 lb. Tins.

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Al, A.B.C., Western Union, and Engineering Codes used.
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AT NAGASAKI.—Telegraphic Address: "DOCK" NAGASAKI.

Length on Keel-Blocks. Breadth at Entrance on Keel-Blocks. Depth of Water on Keel-Blocks.
No. 1 ... 510 ft. 77 ft. 26 ft.
No. 2 ... 350 ft. 53 ft. 24 ft.
No. 3 ... 714 ft. 88 ft. 34 ft.
1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

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Floating Docks!
No. 1. 7,000 Tons. 12,000 Tons.
Max. Length of Ship taken in 450 Feet. 580 Feet.
" Breadth 56 " 66 "
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheerlegs, capable of lifting 10 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

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WINE & SPIRIT MERCHANTS
OF
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ESTABLISHED 1815.

London Address: 3A. NEW LONDON STREET, MARK LANE, LONDON, E.C.

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Apply to— Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907.

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BRANDY ★★☆

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" IMPERIAL WHISKY"

(A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL

WHISKY, JOHNNIE WALKER'S

OLD HIGHLAND

WHISKY, DO. WHITE LABEL

WHISKY, C.P. & CO.'S "SPECIAL

BLEND"

PORT WINE, INVALIDS

PORT WINE, DOURO

SHERRY, LA TORRE

SHERRY, AMORESCO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO., HONGKONG AGENTS.

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VIENNA CAFE CO. (1910) LIMITED (RECONSTRUCTED).

QUEEN'S ROAD CENTRAL, (Opposite Post Office.)

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910.

[a855]

A LING & CO.. 19, QUEEN'S ROAD CENTRAL

FURNITURE AND PHOTO GOODS STORE

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907.

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SINGON & CO.

IRON, Steel, Metal and Hardware Merchants

Wholesale and Retail Ironmongers, Pig

Iron and Foundry, Coke Importers, General

Storekeepers and Shipchandlers. Nos. 35 & 37,

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GRACA & CO.. 27, DES VŒUX ROAD.

Dealers in ASIATIC POSTAGE STAMPS AND

PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE

STAMP CATALOGUE FOR 1910, Picture and Painting Books, Novels, Postage

Stamp Albums with Movable Leaf, Puzzle Post

Card, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited.

[a593]

INTIMATION.

**A. S. WATSON & CO.,
LIMITED,**
ESTABLISHED A.D. 1841,
CIGAR MERCHANTS AND
TOBACCONISTS.

CIGARS.

CONDITION is next to QUALITY, the most essential requisite of a Cigar. Our Warehouse in Stanley Street contains specially fitted Drying Rooms for Maturing Cigars, and in the Dispensary itself the same idea is carried out on a smaller scale by the installation of drying cupboards.

Any Cigars purchased from us have therefore the advantage of being in FINE CONDITION.

We Stock all the Best Known Brands, as well as the following, which are Manufactured solely for us:

LOLITAS - PER BOX OF 50. \$5.50
An exquisite smoke.

**EL TAMARINDO, GRAND
ROYAL - PER BOX OF 50. \$4.00**
A very fine cigar.

**A. S. WATSON & CO.,
LIMITED,**
ALEXANDRA BUILDINGS.

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NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to "THE EDITOR." Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P. O. Box, 94. Telephone No. 12.

BIRTH.
On July 19th, at Shanghai, to Mr. and Mrs. G. G. S. FOOTHILL, a son.

DEATH.
On July 19th, accidentally drowned at Shanghai, JOHN JOSEPH HOUHAN, Engineers Department, I. M. Customs, aged 31 years.

HONGKONG OFFICE: 10A, DES VILLE ROAD
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 26TH, 1910.

The future of Korea is exciting no little interest at present. For several months past newspapers throughout the East have been kept, as it were, on the tiptoe of expectancy. Something was about to happen. Shrewd guesses were made that federation was about to be consummated, and though opinion generally accepts this, as true doubts are occasionally expressed, not so much because there is any real feeling of uncertainty on the subject at all, but because the definite pronouncement by the Japanese Government has not yet been made. Probably the project has been made known to most of the Chancelleries concerned, and the fact that nothing to the contrary has been heard suggests that if Japan decides on a policy of amalgamation that no obstacles will be placed in her way, provided of course that the commercial treaties between certain Powers and Korea are observed. The appointment of Resident-General TERAUCHI is believed to have an important bearing on the future of the Peninsula. As such he is regarded as the prospective Governor-General, but whatever office he may hold there seems general agreement that he has been selected with a view to the development of the situation in Korea.

China is perhaps the one great exception to the application of the modern principle

that a weak or backward nation cannot be allowed to stand alone. Such a nation is a source of danger, but the greatest objection perhaps is that were she permitted to remain in her stagnant condition she would retard the progress of the world. Korea, which like the sister kingdoms of Japan and China, sought to seclude herself, has now to suffer from an arrested development. Her geographical position made it impossible for her to live to herself, and being unable to maintain a separate existence, it is inevitable that like other small weak nations of the world she should be absorbed by one or other of her stronger neighbours. In the present instance Japan has proved her capacity for the task she has undertaken, and the reforms she has already accomplished in the "hermit kingdom" ought to go a long way towards making her rule acceptable to the Koreans. That there will be difficulties in the way of annexation is only to be expected. A leading Japanese politician, who is opposed to annexation, bases his objection on the increased cost and the unpopularity among Koreans of the proposed amalgamation. He says: "If Japan swallows the peninsula, her expenditure upon Korea must greatly increase; for, firstly, as a result of annexation, every official post from seats in the Cabinet down to petty offices in local provinces will be filled by Japanese, and thus bring Japan an additional burden. Secondly, however much the Korean people may be lacking in patriotic spirit, and however disloyal they may be to the present Korean Imperial House, it can hardly be expected that the country can be subjugated without any protest by the people. There is certain to be some disturbance, and consequently, the military force will be increased to two divisions—at present there is one army division stationed in Korea—and the army expenditure will be increased by Y10,000,000. Thirdly, as a result of the increase in the number of Japanese officials in the peninsula, Korean officials will lose their positions. It is quite natural that those who are dismissed will be discontented with Japanese policy, and will agitate among their people. This will make it necessary to extend the police force. Fourthly, when the peninsula is annexed, administrative expenditure will be multiplied. Furthermore, in such circumstances, the retention of army divisions in Korea will ultimately bring about army extension at home—~~as far as possible~~—for the absence of two divisions. The annexation of Korea will thus be more burdensome for Japan from every point of view." The conclusion of Mr. TAKAKOSHI, the politician in question, is that as Britain is content to exercise protection over Egypt so should Japan be satisfied with the status quo in Korea. The suggestion, however, overlooks the fact that Egypt is situated well within British spheres of influence, whereas Korea has been the battle ground of nations. She lies in an area of conflicting interests, and Japanese interests make imperative some definite purpose and policy in the country. That being so, the scheme of annexation contemplated is quite explicable, and though some little time will elapse before the arrangements are completed and the difficulties overcome there seems little doubt but that Korea will become an integral part of the Japanese Empire before very long.

The English Mail of the 25th June was delivered in London on the 23rd inst.

The old-style theatres in Peking have petitioned the Police Department for permission to admit women into their audience.

At the Magistracy yesterday Mr. E. R. Halifax sentenced a native to fourteen days imprisonment for stealing a quantity of cotton yarn from the Kowloon Godown.

Major E. A. W. Courtney, Army Service Corps, Deputy-Assistant-Director of Supplies and Transport, Eastern Command, has been ordered to hold himself in readiness to embark for Hongkong.

Three Chinese, a man and two women, appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of kidnapping, and the women were further charged with harbouring and receiving a kidnapped child. The hearing was adjourned.

The return of visitors to the City Hall Library and Museum for the week ending the 24th July, 1910, shows that of non-Chinese there were 367 to the Library and 149 to the Museum, and of Chinese 163 to the former and 1,935 to the latter. The Library was, therefore, used by 535 persons and the Museum by 2,134.

It is stated in one of the local Chinese papers that, owing to the fact that an attempt was made by a miscreant on the life of H. I. H. Prince Tan Hsun when he passed through Harbin on his way back from Europe last winter, special precautions will be taken to prevent the possibility of any such recurrence on the approaching return of H. I. H. Prince Tai Tao, who is expected to pass through Manchuria about the end of this month.

The U.S. Taming came out of Taikoo Dock yesterday morning.

Only one case of plague was reported in the Colony last week, but another notified yesterday brought the total to twenty and nineteen deaths.

Through the courtesy of the American Consul General we yesterday received the following typhoon warning despatched from Manila at 4 p.m.: Cyclone or typhoon in Pacific Ocean about half way between Malaya Islands and the Loosoo Islands, moving N.W. N.W.

It is interesting to note that the business done by the China Mutual Life Insurance Company during the past year has shown a remarkable increase, as will be seen from the figures appearing in our advertising column. An innovation of interest to Hongkong is the formation of a local advisory board consisting of Sir Paul Chater, Mr. T. F. Hong and Mr. C. J. Lafrentz. This should inspire the local community with even greater confidence in this company.

VICE-ADMIRAL SIR ALFRED WINSLOE.

The following is the purport of the memorial address delivered by Vice-Admiral Sir Alfred L. Winsloe in front of the Charlton Shrine on Monument Hill, Port Arthur, and in the presence of Vice-Admiral Baron Tomioka, Lieutenant-General Oshigami, Civil Governor Shimai, Major-General Hashimoto and others, on Friday, 7th July:

"Since our arrival on Sunday last we have seen the battlefields surrounding Port Arthur, on which our Allies fought and so gloriously won the battles which culminated in the taking of this Fortress. We ask leave to place on the tomb of those who fell so gloriously fighting for their country this token of our profound admiration. We have stood on the hills, up which they fought their way to victory and it is with feelings of the deepest respect for their valour that we pay them this act of homage."

THE MONEY MARKET.

We subjoin extracts from Messrs. Samuel Montagu & Co.'s bullion circular dated July 1st:

The special influence on silver of a possible increase in the output of gold from recent discoveries in British Columbia appears likely to be slight, for it is difficult to see how the movement toward a gold standard in China, the only important country still on a silver basis, can be helped by increased supplies of the latter metal, insomuch as the hindrances are of a purely internal and bureaucratic character, and the convenience of silver, for small change, will always create a demand for its use irrespective of the production of gold. The extent to which the future of silver has been discounted is indicated by the still languid tone of the market. Prices have been fairly well maintained, and the Indian bazaars furnished day by day the usual support, assisted by some bear covering on China account; but there is no grip, although Indian propaganda—so-called. This week we carry a large shipment to Bombay, the started amount of specie from supplies again carried cash silver to a premium of 1d. above forward on the 29th and also to-day.

LARGEST BATTLESHIP.

A battleship which will completely eclipse the Dreadnaught as the Dreadnaught eclipsed all earlier fighting ships to be laid down forthwith by Sir William Armstrong, Whitworth, & Company for the Chilean Government. This vessel will be by far the largest and most powerful battleship yet begun in the field. She will displace 32,000 tons, as compared with the 27,900 tons of the Argentine battleship and the 22,000 tons of the British Orion class. She will cost about three million sterling, and will carry guns firing nearly as heavy shell as old 110-ton weapon of thirty years ago, but in greater range and penetrating power. She will have a speed as great as or greater than that of any existing battleship.

Two battleships of 32,000 tons, each and with ten 14in. guns, are projected for the United States Navy, and Japan is understood to be preparing to lay down two similar vessels. But the Chilean battleship will be the first of the monster armoured to appear on the stocks and the first to be completed for sea.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Inetius* left Shanghai via Foochow on the 23rd instant at 11 p.m., and may be expected here to-morrow at 9 a.m.

The H.-A. Linie str. *Meklenburg* left Tsingtao on the 23rd inst. p.m., and may be expected here on the 28th instant a.m.

The British str. *Baron Ogilvy* left Moji on the 23rd instant, for this port, and is due to arrive here on or about the 28th inst.

The M.M. str. *Australien*, with the French Mail of the 3rd inst., and mails from London of the 2nd inst., left Singapore on the 24th inst. at 6 p.m., and is expected to arrive here on the 1st prox., at daylight.

The C.P.R. Co.'s str. *Empress of India* arrived at Kobe at 5.30 p.m. on the 22nd inst., and left again noon on 23rd instant for Yokohama, where she is due to arrive at 1 p.m. on the 24th instant.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

"On the 25th at 12.05 p.m.—The barometer has risen slightly over N. China and Japan, and fallen a little over the Loosooes.

The depression over the Pacific to the southward of the Bonias appears to be almost stationary.

Pressure remains high over N.E. Japan. It is relatively low over N. China.

Light variable winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood W. or variable winds, light; fine

Formosa Channel S. or variable winds, light.

South coast of China between Hongkong and Loochow Same as No. 1

South coast of China between Hongkong and Hainan Same as No. 1

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SHIPPING NOTES.

Another foreign vessel has, during the past few days, been transferred to the Japanese flag. The N. D. L. *Singora*, 1,750 tons gross, has been sold by Messrs. A. Dorell & Co., of Kobo to Mr. T. Hachiuma, of Nishinomiy.

The Emperor William launched with Herr Albert Ballin, Director-General of the Hamburg-American Steamship Line and the Marine Construction Company at Hamburg, on June 22nd, when His Majesty had explained to him the plan of the new steamer which the company had decided to build immediately. This will be the largest steamer in the world, having a length between perpendiculars of 876 feet and a breadth of 85½ feet. From keel to upper deck the vessel will measure 67 feet. She will have a speed of 22 knots and will be twice the tonnage of the *Kaisrin Auguste Victoria*. The Emperor presented to Herr Ballin a bronze bust of himself.

The Tokyo *Azaki* says now that the new Russo-Japanese Agreement has been concluded, Port Arthur should be converted into a purely commercial port. The signing of the new Agreement, coupled with the opening of Port Arthur to foreign trade, gives the world an assurance that Japan has no aggressive designs on the Asiatic Continent. In the opinion of the Tokyo journal, Japan possesses at Chinhai Bay a naval port in Korea which is far superior to Port Arthur, and for this reason the Tokyo paper is greatly satisfied that Port Arthur has already been partially opened to international trade. The *Azaki* urges that as the entrance to the eastern harbour is too narrow for commercial purposes, the Japanese authorities should cut a canal to the western harbour with a view to transferring the trade now done at Dairen to Port Arthur.

It is more than probable that the South Manchurian Railway Company will be commissioned to undertake various works necessary to render Port Arthur a commercial port. In the event of the Company not being able to push forward the work, it would be well, the journal thinks, for it to seek the assistance of some American financiers.

With the news that the Mersey Dock and Harbour Board have decided to commence the construction of a huge dock comes the important announcement that the Cunard Company propose to build liners of 60,000 tons each. The new dock will be large enough to accommodate these vessels. The quay berths will be suitable for liners 1,000 ft. in length, and there will be deep-water entrances so as to avoid delay in docking. The work, which will be carried out by contract, will be commenced in a few weeks and is expected to be finished in three years. The enormous advance in size which the new ships will show is indicated by the following figures of some of the largest vessels now afloat or building:

Tons.	
Lusitania (Cunard)	31,550
Martania (Cunard)	31,938
Olympic (White Star)	45,000
Titanic (White Star)	45,000

The Hamburg-American Line have arranged for the building of a vessel which will be larger than the *Olympic* and *Titanic*.

Two new liners now being built by the P. and O. Company for Australia will service will be the largest which have ever sailed under its flag. The *Malaya* and the *Medina*, as they are to be named, will be of 12,520 tons gross, or 1,500 tons bigger than their immediate predecessors of the "M" class. Each will be 550 ft. in length, with a breadth of 62 ft. 6 in. and will offer accommodation for 462 first and 216 second saloon passengers. These twin-screw vessels will be propelled by quadruple-expansion engines developing 15,000 horse power, and will have a speed of just under nineteen knots. The *Malaya*, which is being built at Belfast, will, it is expected, be ready for launching in January. The *Medina* is being built at Greenock. These two steamships will be among the largest passenger liners sailing out of the Port of London, and will constitute a notable addition to the already fine fleet which links up the metropolis with the Commonwealth by way of the Suez Canal. Some little time back it was announced that the P. and O. Company had acquired the Lund Line, whose steamers run between London and Australian ports by way of the Cape. It was naturally expected that considerable development would ensue. It is now intimated that the P. and O. Company have invited tenders for two new steamers of a special type for this Cape-Australian trade, and that it is anticipated that their construction will be entered upon at an early date. It may be inferred that, while these boats will not be of the dimensions of the two new mail steamers, they will be of large size, and will mark a substantial advance in other respects. On their Cape route to Australia the P. and O. Company carry third-class passengers in addition to saloon voyagers.

It is a growing traffic, which is likely to receive special attention, in view of the attractions which the Commonwealth is nowadays so successfully offering the emigrants of a superior type.

Sir John Ellerman, who has taken steps to acquire a controlling interest in the Shaw, Savill, and Albion Line, has within recent years attained a position of considerable prominence in the shipping world. He was chairman of the Leyland Line, and when it was taken over by the North Atlantic Combine, purchased their Mediterranean business. The Ellerman Lines (Ltd.), formed in 1901-2, also took over the famous City Line, founded in Glasgow in 1839 by Messrs. George Smith & Sons. The passenger service by the City Line to India has since grown to a high degree of efficiency. The Hall Line, another old established organisation, also came into the Ellerman combination, as did the fleets of Messrs. Papayanni & Co., and

Messrs. Westcott & Lawrence. A couple of years ago the Ellerman Lines owned 300,000 tons of shipping. Since then the Bucknall Steamship Lines have come under Sir John Ellerman's control. By its agreement with the North Atlantic Combine, the Ellerman Lines (Ltd.) is precluded from engaging in North Atlantic and Continental trade until the year 1915. Its present operations, however, take it to almost every other part of the globe, and now, apparently, its energies are to be directed to New Zealand, both as regards passenger and cargo traffic. Altogether, if the proposed "deal" with the Shaw, Savill Company is carried through, Sir John Ellerman will have the direction of not less than 500,000 tons of shipping. Of the Shaw, Savill Company, it may be stated that its steamers are the lineal descendants of the London sailing ships of Messrs. Shaw, Savill, & Co., and the Glasgow sailing ships of Messrs. Patrick Henderson & Co., which were in the New Zealand trade more than half a century ago. The fortunes of the two concerns were amalgamated in a series of steamers in 1883. The association of the White Star Line with the Shaw, Savill enterprise is one of considerable standing, and gives a certain measure of piety to Sir John Ellerman's latest project.

The ups and downs of shipping enterprise receive a singular illustration in the case of the Pacific Steam Navigation Company, to be absorbed in October next by the Royal Mail Steam Packet Company. It appears that the Pacific Company, although always regarded as a Liverpool enterprise, was really founded in London in the year 1840, with a London directorate. An old shareholder, Mr. John Temple, avers that its small capital was very nearly lost in four years. A new board was formed, and some Liverpool men being upon it, and the larger number of shareholders being in Liverpool, the headquarters were transferred there in 1846. There they have remained ever since. The company was at its zenith towards the end of the 'sixties, and so much money did it make that the shares went to over 40 premium. Mr. Temple confesses to still holding a few at that price.

Early in the 'seventies, according to the same authority, there came trouble. The company overhauled itself, in the belief that the whole world was made for it. A committee was appointed, and eventually the enterprise came round—so much so that half its capital was presently returned to the shareholders. In the

last twenty years its distributions have averaged about 42 per cent., so that the offer of par value for the shares of the Royal Mail Company is naturally regarded as acceptable. Mr. Temple recalls the period when the Pacific Company's vessels, with their clipper stems, were the handsomest vessels coming into Liverpool.

These days have, of course, long gone by.

Straight stems have been the fashion for a good while past. Mr. Temple's resume of the history of the company is interesting as suggesting that seventy years' work for the extension of British trade has not in this case been over-remunerated.

CHINA'S AWAKENING.

AN INTERVIEW WITH SIR ROBERT E. BRETON.

Sir Robert Edward Breton, who has returned to London after an absence of twelve years in Shanghai and Peking, where he held the post of Acting Inspector-General of Chinese Customs, has been talking to a representative of the *Daily News* on the subject of the awakening of China to Western ideals. In the course of it, he said:

From reports which have come to me, I am of opinion that all the provinces are making an honest effort to control the production of opium, with a view to its diminution and ultimate extinction. Some provinces are doing this more vigorously than others. This is due possibly to two causes: First, the enthusiasm of officials in the anti-opium cause, and, secondly, their difficulty in adjusting the financial arrangements of their provinces and the condition of the people in those districts where opium is the largest, in fact, almost the exclusive crop. It must be remembered that opium is the most valuable product commercially that can be grown on suitable land, and to stop its production suddenly before it has been decided how the agriculturist is to meet his needs by the planting of another—and what other?—product, is still an open question. Not long ago a Chinaman put the case to me in these words: "We have got a great deal of moral kudos for an anti-opium policy, but the embarrassment which it is causing us is by no means unreal."

The Government of India has now an officer investigating the question of opium suppression in China, Sir Alexander Illes, who may be expected in time to present a most interesting report.

"Do you find that there is a growing desire to become possessed of Western knowledge?" I asked. "Yes. The demand for schools is increasing in every way. It is an interesting fact which I gathered only a few days before my departure from Peking, that the Chinese are beginning to realize that the old fashioned system, which simply meant committing the classics to memory, is being gradually replaced by a more liberal and wider curriculum. Many high officials are maintaining the schools at their own expense. I know the case of one lady who has at least fifty Chinese and Mongol girls in her private school, all being educated and partly fed at her expense.

At the same time, the educational system is somewhat crude, and the teaching perhaps unsystematic, but a beginning has been made.

The Selangor Rubber Company carry third-class passengers in addition to saloon voyagers.

It is a growing traffic, which is likely to receive special attention, in view of the attractions which the Commonwealth is nowadays so successfully offering the emigrants of a superior type.

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acquire a controlling interest in the Shaw, Savill, and Albion Line, has within recent years attained a position of considerable prominence in the shipping world. He was chairman of the Leyland Line, and when it was taken over by the North Atlantic Combine, purchased their

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PUSHING TO DISASTER.

IMPRESSIONS OF THE WRECKED AIRSHIP'S PASSENGERS.

The Berlin correspondent of the London *Express*, writing on June 29th, remarked:

"The wreckage of the aerial train *Deutschland* still lies in the trees in the same spot in Teutoburg Forest where the disaster took place.

Early this morning 150 workmen began the task of recovering what there is to be saved, taking such parts as are intact and packing them for conveyance to Friedrichshafen, where a new airship will be constructed with the least possible delay. The greater part of the motors will be available when repaired for *Deutschland II*. Many other parts of the airship will be utilised for her successor.

The total value of the *Deutschland* is £60,000,

and the material recovered from the wreck will be worth approximately £40,000.

Troops arrived late last night and guarded the wreckage, while thousands of peasants from the surrounding villages gazed at the strange picture of desolation. The work of taking the remnants to pieces and sorting and packing them will last till the end of the week, and the construction of a new *Deutschland*, which the German Airship Company has already ordered by telegram from the Zeppelin Airship Construction Company, will require fully three months. *Deutschland II* may be expected to be launched into the air some time during October.

Unfortunately, the earlier reports that no one was seriously injured in yesterday's

disaster prove to be incorrect. Captain

Hohenstein, who had tended the motor in the after car, jumped from the airship at a great height—presumably because the rapid fall of the vessel inspired him with such terror that he considered it better to spring overboard than to await what looked like certain destruction by violent contact with the ground—fell among the trees whose branches broke under the force of the drop, and lay unconscious three hours before his body was found lying near the wreck.

In the general confusion Hohenstein's mad leap and fall passed unnoticed, and he was not noticed.

When first examined, no serious injury was visible, but it was subsequently found that he had sustained grave internal injuries. He now lies in a dangerous condition in Osnabrück Hospital.

Hohenstein's terror becomes comprehensible when it is remembered that the *Deutschland* fell headlong from an altitude of over 4,000 feet to 20 feet, when the downward plunge stopped and saved those aboard from what seemed an inevitable crash. During this alarming drop the airship's prow pointed downwards, and the whole vessel was inclined at such an angle that it struck her whole length, nearly 500 feet, was almost in a perpendicular position, so much so that scientific instruments lying in the fore car fell overboard. Herr Arndt, the *Tageblatt*'s special commissioner on board the *Deutschland*, gives the following description of the fall:

"Suddenly from a great height among dense clouds we fell and, still we fell. First we caught sight of the ground which had been hidden for two hours, then objects on the earth seemed to be rushing with the speed of an express train towards us. Things which were hardly distinguishable one moment became alarmingly clear within a few seconds. All of us realised our danger. We were falling to the ground like a stone."

"Many of us lost all hope. We judged that

our fate was sealed and that our doom was certain. The airship shot downwards as though on a steep inclining plane."

"Just when the last crash appeared to be coming the airship steadied herself, the falling was checked, but she continued to sink at a rate greater than was comforting to us. Then came a terrific crash. A great tree trunk had caught us and held us fast. It saved our lives. Without it we should have fallen right to the ground.

4,000 FEET FALL.

Herr Max Reiner, who was aboard for the *Berliner Zeitung*, writes: "Now we were falling there was a deathlike stillness in our saloon car. On each face could be read the question, What will the next few seconds bring?" The looks of horror on the faces of the crew revealed to us the extreme peril of our situation.

For the last 2,000 feet we did not merely fall; we rushed downwards. All eyes were fixed on the green forest which looked as if it were dashed upwards to drop on our heads and crush us. We estimated our decreasing distance from the ground—a hundred feet, sixty feet, thirty feet, and then the crash."

One of the most thrilling incidents of the voyage was a call made to the persons in the passengers' saloon car for three volunteers willing to creep along the narrow aluminium ledge connecting the fore car with the saloon car, and to lie as close as possible to the fore car so that the airship should be more heavily weighted forwards, whereby Commander-Duerre hoped to check the tendency to drive upwards which preceded the vessel's fall.

Three courageous men, braving the hurricane,

cropt along the ledge, with nothing between them and the drop to death but a thin aluminium rod, which shook and quivered in the storm.

They lay down one behind the other in an extremely dangerous position to restore the airship's balance.

There were numerous incidents, too. For instance, when the *Deutschland* had crashed into the trees in the Teutoburg Forest, Commander-Duerre left his post in the fore car, and entering the saloon car, proceeded to expand to the passengers the reasons why, in his opinion, the accident did not involve the failure of the Zeppelin type of airships, as though that problem had been the subject which interested the men just rescued from a terrible death.

PASSENGERS AS BALLAST.

Herr Colmann, director of the Zeppelin Construction Company, who took over the command from Herr Duerre after the wreck occurred, took a plain view of the value of his human cargo when he requested them to remain aboard as ballast while he took measures for saving the valuable machinery in both cars. He feared that if all should suddenly leave the airship it might be carried aloft again by the violent wind and consequently many costly parts of the mechanism might be lost. He thought in his zeal for the ship that the men on board had better run this risk than chance the loss of such valuable vehicles.

Herr Colmann to-day issued the following statement: "The most striking feature of yesterday's events was not the unsuccessful landing but the fact that the airship weathered the storm so many hours. No airship of any type could have ascended at all in yesterday's gale."

We have proved we have created an airship

capable of facing a storm of abnormal violence.

We have demonstrated the wonderful sailing qualities of the Zeppelin airships.

Briefly, we have solved the problem of aerial navigation with complete success.

The problem of landing in bad weather remains to be solved, but we shall learn from experience, and that, too, will be solved in time.

We are not discouraged. Our faith is unshaken. We shall go on working till

we can land as well as sail in any weather."

BIG RUBBER DIVIDENDS.

The Selangor Rubber Company has made an excellent beginning in the way of distributions for its current financial year, the first interim dividend announced for that period being 1s. 6d. per share, or 75 per cent., as against 6d. a share twelve months ago. This, as will be seen, is a very substantial improvement, and should the subsequent distributions on account of this year follow the same ascending order as in 1909, when the later dividend payments rose to 9s., 1s. 3d., and 3s. 3d., making an aggregate of 5s. 9d. per share or 283 per cent. for the whole twelve months, the shareholders will be able to congratulate themselves on being the proprietors of a highly profitable rubber enterprise. The Cicely Rubber Estates has also done exceedingly well for its shareholders during the past year, the final dividend of 60 per cent. making a total distribution for the period of 135 per cent. on the ordinary shares, as compared with 50 per cent. for the preceding year. Proprietors of companies like the Cicely and the Selangor have abundant reason to be satisfied with their lot.

ACROSS CHINA AND TURKESTAN.

FROM THE "TIMES" PEKING CORRESPONDENT.

KULDJA, May 27th.

More than 20 years ago Colonel Mark Bell, who had recently made a remarkable reconnaissance journey from Peking to Kashgar, characterized the distant Chinese bases of Tarbagatai, Kuldja, and Kashgar in the absence of good communications as "desolated limps of China," and he contrasted the strength given to the Russian Empire by her Cossack military frontier settlements with the weakness of the Chinese frontier settlements and the perpetual danger to the Chinese Empire arising from that weakness.

What he wrote is true to this day. China is awakening to a sense of the importance of good communications as "desolated limbs of China," and he contrasted the strength given to the Russian Empire by her Cossack military frontier settlements with the weakness of the Chinese frontier settlements and the perpetual danger to the Chinese Empire arising from that weakness.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS, only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 53. Telephone No. 12. Telegraphic Address: PRESS COADES A.B.C. 6th Ed. Lieber's.

NEW ADVERTISEMENTS
ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1910. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 30th June, 1910.

SPECIAL NOTICE TO MARINERS. No. 339.

CHINA SEA.

SHANGHAI DISTRICT.

SOUTHERN ENTRANCE TO THE YANGTZE.

KIUTOAN LIGHTVESSEL TO BE TEMPORARILY WITHDRAWN; ALTERATION IN BUOYAGE.

NOTICE IS HEREBY GIVEN that on or about the 22nd instant, a Temporary Gas-lighted Buoy, painted RED, will be placed 3 miles, S.52 deg. E., from the present position of the Kiutoan Lightvessel, and in 20 feet of water in 1.5 Water of Spring Tides. Inward bound Vessels should pass this Buoy on their Starboard Hand. This Buoy marks the position in which the Kiutoan Lightvessel will, later, be placed.

On or about the 30th instant the Middle Ground Upper Buoy will be shifted 1.1 miles, S.50 deg. E., from its present position, the Fathy Wreck Buoy will be discontinued, and the Kiutoan Lightvessel will be removed for repairs.

The Kiutoan Lightvessel will, on completion of repairs, replace the Temporary Gas-light Buoy referred to above.

A new survey of the South Channel is now on view at the Coast Inspector's Office.

All bearings given are Magnetic.

W. FERD. TYLER,
Coast Inspector.

IMPERIAL MARITIME CUSTOMS,
Shanghai, 19th July, 1910. [863]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

A N INTERIM DIVIDEND of One Dollar (\$1) Per Share for the Six Months ending 30th June, 1910, will be Payable on the 30th July, 1910, on which date Dividend Warrants may be obtained at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 30th July, 1910, both days inclusive.

SHewan, TOMEs & Co., General Managers. Hongkong, 25th July, 1910. [864]

HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Griffins for next RACES are requested to Notify the Undersigned before SATURDAY, 27th August, 1910.

By Order, T. F. HOUGH,
Clerk of the Course. Hongkong, 26th July, 1910. [865]

"SHIRE" LINE OF STEAMERS, LTD
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"CARDIGANSHIRE",
Captain W. O. Tyers, will be despatched as above Port, on or about the 17th August.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 25th July, 1910. [861]

FOR LIBERTY to Call at the Malabar Coast.

THE Steamship
"ALBENGIA", Captain Lorenzen, will be despatched as above Port, on or about the 17th August.

For Freight apply to CARLOWITZ & Co., Agents. Hongkong, 26th July, 1910. [862]

WANTED.

FIVE OR SIX-ROOMED HOUSE, Unfinished, Now or within next eight weeks. Particulars of Rent, etc., to "ALPHA" Care of "Daily Press" Office. Hongkong, 21st July, 1910. [849]

KIDNEYS

AUSTRALIAN SHEEP'S KIDNEYS.

60 CENTS PER DOZ.

THE

DAIRY FARM CO., LTD.

D AVID CORSAE & SON'S MERCHANT NAVY'S NAVY BOILED LONG FLAX.

RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO Sole Agents.

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

A N INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1910, will be Payable on FRIDAY, 29th July, on which Date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th to FRIDAY, 29th July, both days inclusive during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOVER, Secretary. Hongkong, 12th July, 1910. [823]

THE WEST POINT BUILDING COMPANY, LTD.

A N INTERIM DIVIDEND of \$100 per Share for Six Months ending 30th June, 1910, will be Payable on FRIDAY, 29th July, on which Date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th to FRIDAY, 29th July, both days inclusive during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOVER, Secretary. Hongkong, 12th July, 1910. [824]

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, HOTEL MANSIONS, on THURSDAY, the 9th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 26th July to 9th August, both days inclusive.

By Order of the Board of Directors, JOHN ARNOLD, Acting Secretary. Hongkong, 12th July, 1910. [825]

FOR SALE

NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - \$3.

DAILY PRESS OFFICE: Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING Portions of MARINE LOT 31 and 36 at PEAK EAST. Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285
EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply— G. FENWICK & Co., LTD., ENGINEERS, &c., PEAK EAST, HONGKONG. Hongkong, 8th June, 1908. [848]

LAHUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LAHUAN COAL FIELD Co., Ltd., who are prepared to Supply FRESE COAL straight from the Mine Steamer load at the Wharf. Quick despatch Telegrams: "Lahuan". BEADLEY & Co., Agents. Hongkong, 12th August, 1909. [629]

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MITSU BISHI GOSHI KWAI SHA (MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASHIMA OCHI, MUTABE, HOJO, NAMAZU, SAYO, SHINNEW and KAMIYAMADA Collieries.

SOLE AGENTS FOR KISHIOKA, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI". Code, AI, ABC 5th Ed., Western Union.

AGENCIES—YOKOHAMA: M. ASADA, Esq. CHINKIANG : M. GRIFFITH & Co. MANILA: Messrs. MACDONALD & Co.

For particulars apply to *

H. OISHI, Manager, No. 2, Pader, Street, Hongkong, 9th January, 1909. [574]

INTIMATIONS

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the REVENUE FARMS in the STATE OF NORTH BORNEO from 1st JANUARY, 1911, as set out hereunder:

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock Noon, on the 1st day of OCTOBER, 1910, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years, commencing on the 1st JANUARY, 1911.

The Farms above referred to are the OPUM, SPIRIT, GAMBLING, and PAWNWORKING FARMS for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. GUTHRIE & Co., Singapore and Penang, or of Messrs. GIBB, LIVINGSTON & Co., Hongkong.

The retail rates for Charcoal fixed by Government for the Opium Farm for 1911, 1912 and 1913 are those specified below, viz.—

For every 3 lbs packet	\$0.14
4 "	0.19
5 "	0.24
6 "	0.29
3 chi receptacle	1.45
1 tahit	4.80

Hongkong, 21st June, 1910. [762]

NOTICE.

TO ALL WHOM IT MAY CONCERN.
NOTICE IS HEREBY GIVEN that unless the following Goods stored on account of the Firm CHU CHEONG LAN (朱慶鑑), late of Hongkong, Macao and Canton, since 1907, are cleared from our Godown and the landing and storage charges due thereon, to be paid before the 31st inst., they will be sold by Public Auction on account and risk of the contractor.

No. 10, 16/19, 25, and 29/50—
8 Bales Coloured Glazed Paper.

DADY BURJOR & Co.,
28 Des Vaux Road Central.
Hongkong, 21st July, 1910. [780]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents,

SIMMSEN & Co. (Machinery Dept.), Hongkong. 7/8

GENTLEMEN: WE HAVE SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK

of Gentlemen's HOSE (SOCKS) assorted Sheds and Designs, also HOSE GARTERS, BRACES, SCARF PINS, STUD and SLEEVE BUTTONS. Best Quality of PEARL BUTTONS, WAIST COATS and COATS, FANCY NECK TIERS and SCARFS, DRESS TIES, Black and White, HANDKERCHIEFS, PLAIN and HEM-SHITCH, COTTON and LINEN, DRESSING HAIR BRUSHES and COMBS, &c., &c.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 18th July, 1910. [707]

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3: From the University of Pennsylvania, U.S.A.

Telephone 126. Hongkong, 27th January, 1910. [364]

TO LET

1ST SEPTEMBER.

BOWEN ROAD, Western Block of DWELLING HOUSES, at present occupied as Artillery Officer's Quarters.

Suitable for Boarding House.

Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st July, 1910. [781]

TO LET

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building. ROOMS suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—DAVID SASSOON & Co., Ltd.

Hongkong, 8th March, 1910. [95]

TO LET

No. 2, OLD BAILEY. Immediate Possession.

AREATOON V. APCAR & Co., 14, Des Vaux Road Central.

Hongkong, 4th July, 1910. [300]

TO LET

COMPTAIRE DEPT., Care of Messrs. GIBB, LIVINGSTON & Co., Ltd.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, listed by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £20 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from £5s. to £20s.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France). [233]



COLEMAN'S WINCAERNIS THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCAERNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Winearnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From my leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [714]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo, by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex.s.s. "Marmora,"

From Calcutta, ex.s.s. "Nyanza."

From Persian Gulf, ex.s.s. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rate.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 21st July, 1910.

APCAR LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

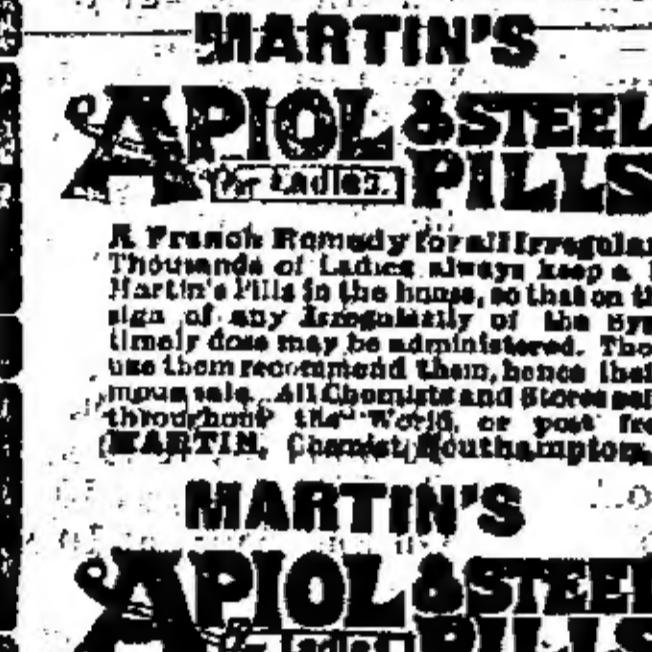
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees of Calcutta Cargo are requested to sign General Average Bond before taking delivery of their Cargo.

Bills of Lading will be countersigned by DAVID SASOON & CO., LTD., Agents.

Hongkong, 23rd July, 1910. [859]



PROMISE AND FULFILMENT.

There is an old axiom to the effect that what everybody says must be true. Certainly it is generally safe to believe the "It's instinct is usually right," and in the matter of consumption it affords you a timely dose of good advice. Those who are not inclined to take the opinion of the majority—those who are inclined to think that "the world is past free"—will do well to remember that the motto of the "World" is past free.

MARTIN'S
APIOL STEEL
PILLS



BEECHAM'S PILLS

Many preparations, mislabelled remedies, claim impossibilities. They could not reasonably make good much that is claimed for them. No exaggerated statements can be put forward respecting Beecham's Pill. This steady record for many years proves that those who have need of them have found that they wrought those cures that they are announced to effect. No other medicine has ever been so uniformly successful in giving strength and assistance—correcting the digestive system, removing the liver, kidneys, & bowels, and the use of Beecham's Pill will prove to your perfect satisfaction that they are.

MAKE GOOD
EVERY CLAIM.

Sold everywhere in boxes, price 1/- & 2/-.

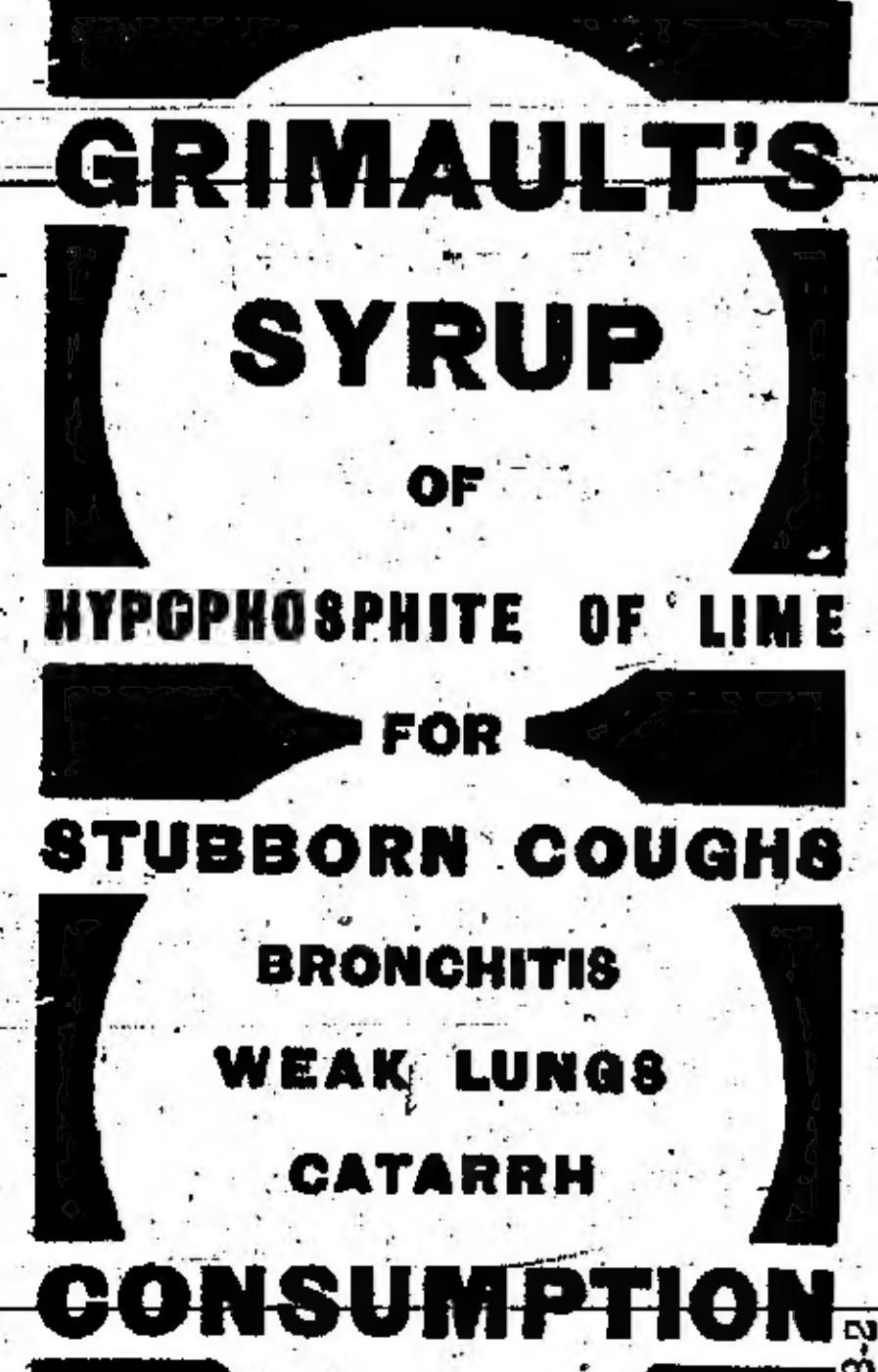
AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONGKONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.



THE BUDGET.

ENORMOUS EXPENDITURE.

Expenditure	£171,857,000
Deficit, 1909-10	27,073,000
Total	£198,930,000
Revenue (no change in taxes proposed)	199,791,000
Balance	£861,000

With this sum of £861,000 it is proposed:

To remove the pauper disqualification for old-age pensions, with aid from the local authorities.

To make a fixed grant to technical education authorities in lieu of the varying yield of the whisky duty, hitherto allocated to this purpose in England and to other purposes in Scotland and Ireland.

Leaving a surplus for contingencies of £302,000.

Mr. Lloyd George introduced his second Budget in the House of Commons on June 30th. The chamber was crowded to its utmost capacity; members stood at the bar, others attempted to assume graceful poses on the steps, the galleries were well filled, and behind the grille—as though they were twelfth-century bays—were a number of ladies. The scene was much the same as last year, but the atmosphere was different. Then the Chancellor of the Exchequer appeared in his over-rehearsed part as the robber chief, intent on raiding hot-roasts. There was tense excitement as he explained from which levels he would steal and what he meant work like a modern Robin Hood—would do for the poor and needy. For nearly five hours he shuffled his voluminous typewritten notes, as though nervous of the issue, he was not sure if he would reach the end of his speech as he had planned it. Yesterday Mr. Lloyd George was in a new role. He appeared as the friend of all men—in "beamish" mood.

At last the preliminary business was over. The Speaker left the chair, the mace was removed, and with Mr. Emmott presiding, the House turned to the consideration of the nation's ways and means. All doubts as to the amount of the year's expenditure, the manner in which taxes might be re-arranged, the relief—if any—to be given to the spirit-drinker, the smoker, or the devotee of cocoa, tea, or coffee were to be set at rest. Mr. Lloyd George soon stopped his speech. He was calm, collected, and even alert. There was not a trace of his Lincolnius manner. He suggested rather the kindly philanthropist, desirous by a conciliatory manner, to efface all memory of past misdeeds. He fidgeted for some moment with the rapier of old controversies, but rapidly assumed once more his quiet, restrained manner without even ruffling the skin of his opponents. He had not come out to do battle. The fight over, he had thrown aside his sword, and without counting the dead—except for a reference to defunct millionaires—he asked honourable members to join with him in calculating the spoils without worrying as to the means by which they had been, and were to be, obtained. The Chancellor, indeed, dealt with the finances of the fiscal year—now already spent—in a manner which was a combination of the style of a professor explaining the differential calculus and a social reformer who already sees the road open to a new heaven and a new earth. The Prime Minister smiled blandly, in a spirit of general content as his lieutenant guranteed the rose-sure path. While it was soon evident that no taxation was to be taken off—not even the additional 3d. on whisky—it was also apparent that the Chancellor had no new imposte to suggest.

THE NATIONAL BALANCE SHEET.

The remainder of the business portion of the speech was a mere matter of prophecy and rule of three. In every direction the Chancellor saw a picture of prosperity, and thus he evolved the following balance-sheet for the financial year 1910-11:

to the water. He had been Scotland's best friend, and Scotland had stood by him—not as Chancellor but in his role of temperance economist. Everywhere spirits were being drunk to a less extent, but Scotland had distinguished itself. Drunkenness in Scotland had decreased by 33 per cent. England had fewer crimes, and even Ireland was less distressful. "Ah, but there is an exception," added the Chancellor, looking across to the leader of the Irish Nationalists, again with that twinkle in his eye. "The exception is Waterford, where, since the new whisky duty was put on, the convictions for drunkenness have gone up." For a moment the House sat back and enjoyed this revelation of the inner life of Mr. Redmond's constituency.

But Mr. Lloyd George in a flash resolved his former master, and with that stirring eloquence that he brings to his aid on such occasions he pointed out the gain to society which this decrease in spirit-drinking represented. Very effectively he sketched in rough outline the picture which had formed itself on his mind, and then, raising his voice and looking towards the crowded and expectant Irish members, he added:

I honestly say, if any Chancellor of the Exchequer, in the face of these facts, in response to any appeal from any interest, were to alter a tax which has had such very beneficial results, he would be guilty of a crime against the State. Therefore, we must adhere to this duty. Financially and from the higher point of view, I consider it an unqualified success.

Exultant cheers rose from the Radical and Liberal benches; a funeral gloom settled on the Irish Nationalists. The secret was out.

THE NATIONAL BALANCE SHEET.

The remainder of the business portion of the speech was a mere matter of prophecy and rule of three. In every direction the Chancellor saw a picture of prosperity, and thus he evolved the following balance-sheet for the financial year 1910-11:

ESTIMATED REVENUE.

Customs	£ 32,995,000
Excise	34,270,000
Estate, &c., Duties	25,650,000
Stamps	9,600,000
Land Tax	2,650,000
House Duty	37,550,000
Property and Income Tax	600,000
Total Receipts from Taxes	£142,455,000
Postal Services	23,800,000
Telegraph Services	430,000
Crown Lands	1,160,000
Suez Canal Shares, &c.	1,850,000
Miscellaneous	1,850,000
Non-Tax Revenue	£ 27,290,000
Arrears of 1909-10	30,046,000
Total Revenue	£193,791,000

ESTIMATED EXPENDITURE.

L.—Consolidated Fund Services.

National Debt Services :	
(a) Inside the Fixed Debt Charge:	
Interest and Management	£17,594,000
Repayment of Capital	6,546,000
(b) Outside the Fixed Debt Charge:	
Expenditure under the War Loan (Redemption) Act, 1910	£54,000
Total National Debt Services	£24,535,000
Development and Road Improvement Funds	1,160,000
Payments to Local Taxation Accounts, &c.	9,585,000
Other Consolidated Fund Services	1,646,000
Total Consolidated Fund Services	£36,915,000

II.—Supply Services.

Army (including Ordnance Factories).

Navy	£27,760,000
Civil Services	40,603,000
Customs and Excise, and Inland Revenue Departments	42,685,000
Post Office Services	4,034,000
Total Supply Services	£134,912,000
Total Expenditure	£71,857,000
Deficit, 1909-10	27,073,000
Balance	£ 126,780,000
.....	661,000

TAXATION AND THE PROSPECT.

In a House brusky by the rustiness of the burden of its responsibilities, the Chancellor explained that this year the national expenditure would amount to the colossal sum of £171,857,000, which the arrears of last year of £26,348,000 and the sum due on the local taxation account—£25,000,000—would raise to £196,930,000. Such a sum—within an acre of two hundred millions—was calculated to make mincemeat of the past who had stood before the same red despatch-box.

How was this colossal sum to be raised? In a few self-congratulatory sentences, with a word of praise to the Inland Revenue and Customs officials, Mr. George admitted that the deficit of last year had been practically wiped out, and he had no doubt that a surplus of three millions would be obtained. Income-tax had come in well. "As usual, Scotland is to the fore," he added, with a smile as much as to confess that as Chancellor he had lost his heart to the Northern Kingdom. "A Scotman and his debts are soon parted; the Scotman is a good business man, and he realises that the sooner he gets rid of his debts the sooner

TO-DAY
3 P.M.—Auction of Crown Land at Public Works Dept.

FOOTHCOMING EVENTS.
Saturday, 6th August—Fourth Meeting of the Hongkong Gymkhana Club, at Happy Valley.

Tuesday, 9th August—Eighty-Eighth Ordinary Half-Yearly Meeting of Hongkong Canton and Macao Steamboat Co., Ltd., Noon.

SHIPPING.

ARRIVALS.

AMIRAL HAMELIN, French str., 3,168 Gtws., 25th July—Singapore 18th July, General—Lapiequo.
BRASILIA, German str., 4,520 Gtws., 25th July—Shanghai 22nd July, General—Hamburg-Amerika Linie.
CEYLON MARU, Japanese str., 3,142 Gtws., 24th July—Toumaj 19th July, General—Nippon Yusen Kaisha.
CHINHUA, British str., 1,350 Gtws., 25th July—Shanghai 21st July, General—Butterfield & Swire.
HELLENE, German str., 771 Gtws., 25th July—Toumaj 18th and Hoilow 24th July, General—Johson & Co.
HONG KONG, British str., 2,056 Gtws., Kinghorn 25th July—Penang and Singapore 19th July, General—Chinese.
MONTREAL, British str., 6,163 Gtws., Dixon Hoproth, 25th July—Vancouver via Japan 28th June, Lumber and General—Canadian Pacific Railway Co.
PACTINO, British str., 1,072 Gtws., S. L. Jones, 24th July—Tingting 19th July, General—Butterfield & Swire.
PESSIA, Austrian str., 3,779 Gtws., Giurovich, 25th July—Kobe 13th July, General—Sander, Wieder & Co.
RUM, British str., 1,890 Gtws., G. Rodger, 25th July—Manila 25th July, General—Shewan, Tomes & Co.
ULV, Norwegian str., 885 Gtws., Pedersen, 24th July—Newchwang and Dairen 16th July, Beams—Aengard, Thoresen & Co.
WUWE, British str., 1,227 Gtws., Tucker, 25th July—Haiphong 23rd July, Cement—Butterfield & Swire.
YANTSO, British str., 4,149 Gtws., Jos. Rulford, 25th July—Liverpool and Singapore 19th July, General—Butterfield & Swire.
YUNHSANG, British str., 1,123 Gtws., H. Rolfe, 25th July—Manila 22nd July, Hemp and General—Jardine, Matheson & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

25th July.
Aldeham, British str., for Australia.
Aymric, British str., for Amoy.
Brisilia, German str., for Haiphong.
Cleopatra, British str., for Tientsin.
Huching, British str., for Sylow.
Lightning, British str., for Tientsin.
Wulu, British str., for Trenton.

DEPARTURES.

25th July.
ALCINOUS, British str., for Singapore.
INVERKIRK, British str., for Moji.
KAITOYO, British str., for Amoy.
KOMANG, British str., for Shanghai.
PANHOI, British str., for Saigon.
SAINIE RICEMERS, Dutch str., for Tamsui.
SINGAR, British str., for Hoilow.
ULV, Norwegian str., for Canton.

SHIPPING REPORTS.

The British str. *Chinhuia* reports: Fine weather, light S.W. breeze.
The British str. *Rubi* reports: Light wind, fine, clear weather and sea smooth.
The British str. *Hong Bee* reports: Light airs and calms, fine clear weather and smooth sea.

STEAMERS PASSED THE CANAL.

July 1st— <i>Beaulieu</i> , <i>Nubia</i> , <i>Welsh Prince</i> , <i>Yungas</i> , 5th— <i>Beaufort</i> , <i>Caravanserai</i> , <i>Muncaster Castle</i> , <i>Prinz Ludwig</i> , <i>Sambia</i> , <i>Titan</i> , 8th— <i>Australien</i> , <i>Domed Palawan</i> , <i>Nigasaki Maru</i> , 12th— <i>Japan</i> , <i>Silvia</i> , <i>Spica</i> , <i>Vorwarts</i> , 15th— <i>Hector</i> , <i>Idomenus</i> , <i>Indrawati</i> , <i>Pera</i> , <i>Seneca</i> , <i>Siruga</i> , <i>Tenka</i> , 17th— <i>Bendora</i> , <i>Borneo</i> , <i>Glenavon</i> , <i>Gochua</i> , <i>Hells</i> , <i>Ilyria</i> , <i>Liberia</i> , <i>Feking</i> , <i>Socotra</i> , 22nd— <i>Athall</i> , <i>Kamo Maru</i> , <i>Klano Maru</i> , <i>Ville de la Ciotat</i> , <i>York</i> , <i>Anhalt</i> .
July 22nd— <i>Yarra</i> .

VESSELS ON THE BERTH.

For SINGAPORE, PENANG AND CALCUTTA.
(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship.

"LIGHTNING," Captain A. E. Gentles, will be despatched for the above Ports TO DAY, the 26th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents, Hongkong, 25th July, 1910. [859]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.

"ASSAYE," Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for Bombay & Co., on SATURDAY, the 6th August, 1910, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, cargo for London, &c., will be conveyed by Bombay by the R.M.S. "HIMALAYA," due London on the 18th September, 1910.

Freight will be received at this Office until the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 25th July, 1910. [1]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONES.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VEHICLES NAMES.	FLAG & BIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI, ...	Brit str.	—	A. G. Cubitt, E.N.R.	P. & O. S. N. Co., ...	On 23rd Inst., at 3 P.M.
LONDON, &c. VIA USUAL PORTS OF CALL.	ASSAYE, ...	Brit str.	—	Owen Jones, E.N.R.	P. & O. S. N. Co., ...	On 6th Aug., at Noon.
LONDON, ROTTERDAM & ANTWERP.	CARDIGANSHIRE, ...	Brit str.	k. w.	W. O. Tyre, ...	JARDINE, MATTHESON & CO., LTD.	About 15th Aug.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SEGOVIA, ...	Brit str.	—	Sachs, ...	HAMBURG-AMERIKA LINIE	On 10th Aug.
COPENHAGEN & ST. PETERSBURG	INDIEN, ...	Dan str.	—	—	MELCHERS & CO.	End of Aug.
COPENHAGEN	SIAM, ...	Dan str.	k. w.	—	MELCHERS & CO.	End of July.
HAMBURG & STRAITS, &c.	SCANDIA, ...	Gor. str.	—	v. Dolrich, ...	HAMBURG-AMERIKA LINIE	On 17th Aug.
MARSEILLE & HAMBURG VIA STRAITS, &c.	MECKLENBURG, ...	Front str.	—	Malchow, ...	HAMBURG-AMERIKA LINIE	On 29th Inst.
MARSEILLES, &c., VIA PORTS OF CALL, ...	ERNEST SIMONS, ...	Front str.	k. w.	Girard, ...	MESSEGERIES MARITIMES	On 2nd Aug., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU, ...	Jan str.	—	M. Higino, ...	NIPPON YUSEN KAISHA	On 3rd Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKABA MARU, ...	Jan str.	—	N. Nieletta, ...	NIPPON YUSEN KAISHA	On 9th Aug., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATHUTA MARU, ...	Jan str.	k. w.	Wm. Thomsen, ...	HAMBURG-AMERIKA LINIE	On 17th Aug., at D'light
MARSEILLES, HAMBURG VIA STRAITS, &c.	SAXONIA, ...	Gor. str.	—	Babu, ...	MELCHERS & CO.	On 25th Inst., at 10 A.M.
NAPLES, GENOA, ALGIERS, &c.	LUETZOW, ...	Gor. str.	—	W. Berling, ...	SANDER, WIELER & CO.	On 23rd Inst., at Noon
NEW YORK	PERSEA, ...	Aus str.	—	P. Giurovich,	DODWELL & CO., LTD.	On 30th Inst.
NEW YORK	GHAEZE, ...	Brit str.	—	—	CARLOWITZ & CO.	About 17th Aug.
NEW YORK	ALMENA, ...	Ital str.	k. w.	Lorenzen, ...	SHEWAN, TOMES & CO.	About 6th Aug.
NEW YORK	WHY CASTLE, ...	Am str.	—	—	CANADIAN PACIFIC R. CO.	On 6th Aug., at 6 P.M.
NEW YORK	EMPEROR OF JAPAN, ...	Brit str.	2 m.	S. Ishikawa, ...	CANADIAN PACIFIC R. CO.	On 16th Aug., at Noon.
NEW YORK	MONTAEGLE, ...	Brit str.	—	—	NIPPON YUSEN KAISHA	On 13th Sept., at 4 P.M.
NEW YORK	AWA MARU, ...	Jap str.	—	—	CANADIAN PACIFIC R. CO.	Te-day.
NEW YORK	ATYERICO, ...	Brit str.	—	K. Sato, ...	NIPPON YUSEN KAISHA	On 16th Aug., at 4 P.M.
NEW YORK	TAMA MARU, ...	Jap str.	—	I. Goto, ...	OSAKA SHOSEN KAISHA	On 10th Aug., at Noon.
NEW YORK	CHICAGO MARU, ...	Jap str.	—	—	TOYU KISEN KAISHA	On 25th Aug., at Noon.
NEW YORK	KITO MARU, ...	Jap str.	—	G. W. Eddy, ...	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
NEW YORK	CHENGCHUNG, ...	Brit str.	—	M. Itoe, ...	NIPPON YUSEN KAISHA	On 6th Aug., at Noon.
NEW YORK	NIKKO MARU, ...	Jap str.	—	M. Windeler, ...	MELCHERS & CO.	On 13th Aug., at D'light
NEW YORK	KUMANO MARU, ...	Jap str.	—	F. Leeks, ...	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon.
NEW YORK	MIYAZAKI MARU, ...	Jap str.	—	F. B. Damme, ...	MELCHERS & CO.	On 4th Aug., at Noon.
NEW YORK	PRINZ WALDEMAR, ...	Jap str.	—	V. McClymont-Liddell, ...	YAH-CHINA-JAPAN LINE	About 26th Inst.
NEW YORK	PRINZ LUDWIG, ...	Jap str.	—	G. Hooker, ...	JARDINE, MATTHESON & CO., LTD.	On 3rd Aug., at Noon
NEW YORK	TIENSIN, ...	Brit str.	—	—	BUTTERFIELD & SWIRE	Quick despatch.
NEW YORK	TIENSIN, ...	Brit str.	—	—	JARDINE, MATTHESON & CO., LTD.	On 29th Inst., at 4 P.M.
NEW YORK	SHANGHAI, KOBE & MOJI, ...	Brit str.	—	F. v. Binzer, ...	MELCHERS & CO.	On 2nd Aug., at 4 P.M.
NEW YORK	SHANGHAI, KOBE & YOKOHAMA, ...	Brit str.	—	A. Harris, ...	BUTTERFIELD & SWIRE	On 29th Inst., at Noon.
NEW YORK	SHANGHAI, YOKOHAMA, ...	Brit str.	—	F. J. Fox, ...	HAMBURG-AMERIKA LINIE	On 19th Aug., at Noon.
NEW YORK	SHANGHAI, YOKOHAMA, ...	Brit str.	—	F. Wheeler, ...	JARDINE, MATTHESON & CO., LTD.	On 31st Inst., at 4 P.M.
NEW YORK	SHANGHAI, YOKOHAMA, ...	Brit str.	—	E. Combes, ...	MESSEGERIES MARITIMES	On 3rd Aug.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR STEAMERS TO SAIL DATES.

LONDON and ANTWERP	STEAMERS	TO SAIL	DATES.
VIA SINGAPORE, PENANG & CALCUTTA	SOMALI	3 P.M., 28th July	Freight and Passage.
ANG. COLOMBO, PORT SAID and MARSAILLES	Capt. A. G. Cobitt	July	
TAKAO, SHANGHAI, PUHUA, BANCA	On 29th July		Freight only.
HANKOW, TAU and MOJI	Capt. Collyer		
SHANGHAI, MOJI, KOBE and YOKOHAMA	NUBIA	About 29th July	Freight and Passage.
SHANGHAI	DEVAHNA	About 4th Aug.	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE	Noon, 6th Aug.	See Special Advertisement.
or CALL	Capt. Owen Jones		

For further particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 26th July, 1910.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 26th July, 3 P.M.
ILOILO	"KASHING"	On 26th July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 27th July, 4 P.M.
SHANGHAI	"CHINHUA"	On 28th July, 4 P.M.
CHIEFOO & NEWCHWANG	"PAOTUNG"	On 29th July, 4 P.M.
TIENTSIN	"KUEICHOW"	On 2nd Aug., 4 P.M.
DIRECT SAILINGS TO WEST LIVER, Twice Weekly.	"LINTAN" and S.S. "SANUL"	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked, through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHEVAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and "setti" Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passenger must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

TELEPHONE 36, Hongkong, 26th July, 1910.

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EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN	"SIAM"	End of July.
SHANGHAI, YOKOHAMA and KOBE	"YEDEO"	Half of August.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 26th July, 1910.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR.

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 26th July, at 10 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 29th July, at 10 A.M.
"HAIYANG"	Capt. A. E. Hedges	TUESDAY, 2nd Aug., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN

Capt. A. H. Stewart WEDDAY, 27th July, at 10 A.M.

Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier). During the Months of July, August and September, a Special Reduction of 25% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to— DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 25th July, 1910.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

SINGAPORE, PENANG & CALCUTTA "NAMSANG" Thursday, 28th July, Noon.

TIENTSIN "CHEONGSHING" Friday, 29th July, Noon.

MANILA "YUENSANG" Friday, 29th July, 4 P.M.

SHANGHAI "KWONGSANG" Sunday, 31st July, Daylight.

MANILA "LOONGSAM" Friday, 5th Aug., 4 P.M.

SHANGHAI, KOBE & MOJI "FOOKSANG" Friday, 19th Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Extch. 4.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LTD.,

Hongkong, 26th July, 1910.

GENERAL MANAGER [14]

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS TONS. SAILING DATES.

KAGA MARU	7,000	WEDDAY, 3rd Aug., at Daylight
WAKASA MARU	7,000	WEDDAY, 9th Aug., at 4 P.M.
ATSUTA MARU	9,000	WEDDAY, 17th Aug., at Daylight

KAMAKURA MARU	7,000	SATURDAY, 13th Aug., from KOBE
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VICTORIA B.C. & SEATTLE	7,000	
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TAMBA MARU	7,000	TUESDAY, 16th Aug., at 4 P.M.
AWA MARU	7,000	TUESDAY, 13th Sept., at 4 P.M.

NIKKO MARU	6,000	FRIDAY, 5th Aug., at Noon.
KUMANO MARU	6,000	FRIDAY, 2nd Sept., at Noon.

BOMBAY via SINGAPORE	6,000	TUESDAY, 26th July.
CEYLON MARU	6,000	TUESDAY, 26th July.

KUMANO MARU	6,000	WEDDAY, 3rd Aug., at Noon.
COLOMBO MARU	5,000	WEDDAY, 3rd Aug., at Noon.

MIYAZAKI MARU	9,000	THURSDAY, 4th Aug., at Noon.
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With Optics of rail between Calling Ports in Japan.		
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With Optics of rail between Calling Ports in Japan.		
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With Optics of rail between Calling Ports in Japan.		
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With Optics of rail between Calling Ports in Japan.		
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RODI & WIENENBERGER, PFORZHEIM I/B.

MANUFACTURES OF

GENUINE ROLLED GOLD JEWELRIES: NECKLETS,
BRACELETS, BROOCHES, SCARF-PINS,
WATCH-CHAINS, &c.FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:**HUGO C. A. FROMM,**
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
ROUTE TO EUROPE.The *Prinz Ludwig* with the German mail of the 29th June left Singapore on Friday, the
22nd inst., at 9 a.m., and may be expected here to-day, at 11 a.m.The *Kwangtung* with the Siberian mail is due here to-morrow.The *Eriyosha* of Japan with the Canadian mail left Shanghai on Monday, the 25th instant,
at 10 p.m., and may be expected here on or about Thursday, the 28th instant, at 8 a.m.The *Australien* with the French mail of the 1st instant left Singapore on Sunday, the 27th
instant, at 6 p.m., and may be expected here on or about Sunday, the 31st instant.The *Siberia* with the American mail is due to arrive here on Sunday, the 31st instant,
at noon.

TIME OF MAIL ARRIVAL

	FROM	TO	DATE.
Thursday, Island	Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle, Singapore, Penang and Calcutta	Aldenhaven	Tuesday, 26th, 9.00 A.M.
Lightning...	Tuesday, 26th, 11.00 A.M.		
Brasilia...	Tuesday, 26th, 11.00 A.M.		
Sui Cheong	Tuesday, 26th, 11.00 A.M.		
Amoy...	Tuesday, 26th, 11.00 A.M.		
Tacoma...	Tuesday, 26th, 11.00 A.M.		
Macao...	Tuesday, 26th, 1.15 P.M.		
Manila...	Tuesday, 26th, 2.00 P.M.		
Singapore, Colombo and Bombay	Tuesday, 26th, 3.00 P.M.		
Hilo...	Tuesday, 26th, 4.00 P.M.		
Amoy...	Wednesday, 27th, 9.00 A.M.		
Swatow...	Wednesday, 27th, 1.15 P.M.		
Macao...	Wednesday, 27th, 2.00 P.M.		
Manila...	Wednesday, 27th, 3.00 P.M.		
Singapore, Penang and Calcutta	Wednesday, 27th, 4.00 P.M.		
Amoy...	Wednesday, 27th, 9.00 A.M.		
Shanghai...	Wednesday, 27th, 11.00 A.M.		
Swatow, Amoy and Foochow...	Wednesday, 27th, 1.15 P.M.		
Wuhaiwei and Tientsin...	Wednesday, 27th, 2.00 P.M.		
Batavia, Cheribon, Samarang, Sourabaya and Macassar...	Wednesday, 27th, 3.00 P.M.		
Macau...	Wednesday, 27th, 4.00 P.M.		
Chifu and Nowchwang...	Wednesday, 27th, 9.00 A.M.		
Manila, Nagasaki, Kobe, Yokohama and Seattle	Wednesday, 27th, 11.00 A.M.		
Manila...	Wednesday, 27th, 1.15 P.M.		
KELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA, HONOLULU, AND SAN FRANCISCO	Nippon Maru		
SIBERIAN MAIL TO EUROPE			
Lutai...	Wednesday, 27th, 2.00 P.M.		
Manila...	Wednesday, 27th, 3.00 P.M.		
Amoy...	Wednesday, 27th, 4.00 P.M.		
Shanghai...	Wednesday, 27th, 9.00 A.M.		
Swatow, Amoy and Foochow...	Wednesday, 27th, 11.00 A.M.		
Wuhaiwei and Tientsin...	Wednesday, 27th, 1.15 P.M.		
Batavia, Cheribon, Samarang, Sourabaya and Macassar...	Wednesday, 27th, 2.00 P.M.		
Macau...	Wednesday, 27th, 3.00 P.M.		
Chifu and Nowchwang...	Wednesday, 27th, 4.00 P.M.		
Manila, Nagasaki, Kobe, Yokohama and Seattle	Wednesday, 27th, 9.00 A.M.		
Manila...	Wednesday, 27th, 11.00 A.M.		
KELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOYAMA, SHIMIDZU, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Siberia		
SIBERIAN MAIL TO EUROPE			
Europe, &c., India via Tuticorin			
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents)			
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this continental mail.			
Tiantin...			
Singapore, Penang and Colombo			
Nagasaki, Kobe and Yokohama			
Macau and Yokohama...			
Manila, Thursday Is., Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, and Melbourne, Adelaide, Dunedin, Perth, and Fremantle...			
Moji, Kobe, Yokohama, Hakodate, San Francisco and Portland...			
KELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOYAMA, SHIMIDZU, YOKOHAMA, HONOLULU AND SAN FRANCISCO			
SIBERIA			

FANS! FANS!

There are FANS and FANS but the FREEZER FAN is the
BEST and better still if it
has the OZONATOR attachment, OUR OWN IDEA.

Gas driven Fans

where Electric

current is not

available, or Bat-

tery and Electric

Accumulator Fans

for the Outports.

Anything to

keep cool but the

“OZONATOR”

has caught on,

and will soon be

indispensable.



FANS!

the guard of any
fan at little cost,

and the fluid

Ozone can be

obtained at any

of the Pharmacies.

One bottle of

concentrated es-

sence supplied

free.

For Particulars and Prices Ring in Electrical Dept. 353.

WILLIAM C. JACK & CO., LTD., 14, Des Voeux Road, Hongkong.



CONSTANT GROWTH

Signifies

CONSTANT MERIT



“The Garrick”

Tobacco and Cigarettes

Hold the Confidence of their Smokers.

SOLD EVERYWHERE

BRITISH-AMERICAN TOBACCO CO. LTD.

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SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 25TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950 buyers
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	18,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$92, sal. & buy.
China Light and Power Company, Limited	50,000	\$10	\$10	\$140, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$84.
COTTON MILLS.				
Ewe Cotton Spinn. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$44, sales
International Cotton Manuf. Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 574.
Leou-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
Dairy Farm Company, Limited.	40,000	\$71	\$6	\$19, buyers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 77.
Shanghai and Hongkew Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 119.
FERRY & CO., LIMITED.				
Kowloon Ferry Co., Limited	18,000	\$25	\$25	\$10, sellers
Green Island Cement Co., Limited	40,000	\$10	\$10	\$63.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$225.
Hongkong Electric Co., Limited	66,000	\$10	\$10	\$199, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$104, sellers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$81, sellers
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	\$25	\$135 buyers
EXCHANGES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$250	\$175, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$112, sellers
China Trade Insurance Co., Limited	24,000	\$83.33	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$250	\$550, sellers
North-China Insurance Co., Limited	10,000	\$125	\$25	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$103	\$845, buyers
Yangtze Insurance Association, Limited	12,000	\$103	\$60	\$203.
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$84, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	70,000	Tls. 50	Tls. 50	Tls. 110.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, buyers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Pcs. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	£1	£1	\$7, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
Philippine Co., Limited	50,000	\$10	\$1	\$160, sellers
China Sugar Refining Co., Limited	75,000	\$10	\$10	\$10, buyers
Luzon Sugar Refining Co., Limited	20,000	\$100	all	\$168.
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	2			